

APR 29 2003

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of Alfred B. Levine

Serial number 09/814,054

Filed 3-22-01

For: NON-COMPUTING NAVIGATION SYSTEM

Art Unit 2876

Examiner S. Paik

TECHNICAL CORRECTION OF CLAIMS

AND REQUEST FOR RECONSIDERATION

Hon. Commissioner of Patents & Trademarks

Sir;

Please make the following technical amendments to the claims as set forth below, as requested by the Examiner:

"Do Not
enter"
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REQUEST FOR RECONSIDERATION

The primary reference of Asano et al has been carefully analyzed and is seen to be materially different in structure and function from the rejected claims of the present invention. Reconsideration of the final rejection is requested.

1. Asano et al does not provide a "non-computing" navigation system as specifically called for by the claims.
2. In this patent, a programmed processor "always" computes a defined "complete" travel route for the vehicle to follow. (route 64, FIG. 7(a), col 6 lines 46 to 53). A different route can be initiated by the driver depressing ' route change' switch 64 (FIG. 7 (a)) but the change in route is also computed by the Asano et al system and the driver is unable to select or choose the route that is recomputed (see COL 6., LINES 53 TO 58).
3. Asano et al does not guide the vehicle by a simplified, uncluttered display of only two markings or dots that constitute the sole display image. Instead, in this patent, the system displays an " entire" travel routing, as well as additional detailed information, that it has computed using its

stored map data base It provides a series of different detailed screen displays that can be selectively called up by the driver to show the roads, street names , intersections, distances and other information (see FIGS. 7 (a), 7 (b), 8,9, etc. etc.). There is no simplified, uncluttered, map-free display of only two dots or markings, or the equivalent, that is disclosed or suggested by this completely different system.

4. Asano et al does not provide its complex navigation screen displays directly to the vision of the driver in such manner that they can be views without distracting the driver, as called for by the claims. It is obvious that if the detailed multiple screen displays of Asano et al (FIGs. 7a, 7b, 7c, 8, 9, etc.) were provided on the vehicle windshield, they would either obscure the road ahead of the vehicle or distract the attention of the driver from safe operation of the vehicle. The present

invention on the other hand provides a simplified display of only two dots on the windshield exclusively of other markings to minimize the distraction of the driver.

5. The many different display screens selectively presented in the Asano et al patent are most certainly not "map-free" displays as called for in the claims of the present invention compared to the "discrete" two dot markings as has been claimed.

Thus , the Asano et al patent dos not provide a "non-computing" navigation system as does the present invention. Nor does it disclose a system that enables a driver to select "any" travel route that is available or desired as does the present invention. Nor does it provide a simplified , uncluttered two dot display for guidance purposes as does the present invention. Nor does it present such simplified , uncluttered two dot display directly within the vision of the driver without distracting the driver's attention, as does the present invention.

The additional cited references of Ohmura and Kubon do not supply the above discussed deficiencies in the Asano et al patent. They do not teach or suggest the combination proposed in the rejection. Nor would the combination of Asano et al and Ohmura be either practical or safe, as discussed above. The simplifies, uncluttered, two dot display , on the other hand, provides an unexpected, unobvious result when combines with a heads-up display.

For the above reasons all claims now in this application are believed to be allowable and such action is requested.

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THE ASANO ET AL PATENT (in greater detail)

This patent provides the driver with a series of different screen displays that are selectively chosen by the driver's operation of switches to display a variety of detailed map-like information about the travel route calculated by the system.

FIRST DISPLAY SCREEN (FIG.7 (a))

The first display screen 6 (FIG. 7 (a)) shows the entire curved travel route 63 that has been computed by the system from the origin location 61 to the destination location 62. This display screen 6 has a "ROUTE CHANGE" switch 64 that can be depressed by the driver to actuate the system to recompute a different travel route 63 from the one it initially computed. The system NEVER permits the driver to select his own chosen travel route, only to actuatet the system to recompute a different route (using its internal map database) .

The FIRST DISPLAY SCREEN 6 also contains a "ROUTE INFORMATION" switch 65 that can be depressed by the driver to select a second DISPLAY SCREEN 7 shown in FIG. 7 (b).

SECOND DISPLAY SCREEN -FIG. 7 (b))

The second display screen 7 also shows the ENTIRE travel route 76 computed by the system , but displays it in a linear form 73, with the street intersections along the computed travel route 73 shown as small circles 71, 72. The names of these intersecting streets are also displayed alongside the intersection circles (eg" Prefectural Road "etc.).

"The second screen 7 also contains a series of "PERIPHERAL MAP " switches 76 located alongside each of the names of the intersecting streets. If the driver depresses any one of the "PERIPHERAL MAP" switch 76, third DISPLAY SCREENS (FIG. 7 (c), or FIG. 8, or FIG. 9 etc.) are then displayed .

THIRD DISPLAY SCREENS

The third display screens show detailed maps of other streets etc in the local vicinity of the intersections selected by depressing that "PERIPHERAL MAP" switch 76.

ADDITIONAL DISPLAY SCREENS

The three above discussed DISPLAY SCREENS , or others, all show the ENTIRE TRAVEL ROUTES that have been computed or recomputed by the patented system. Each of the SECOND, THIRD, and other screen displays, that have been selected by the driver, show additional information about the ENTIRE travel route for guiding the vehicle, including the names of the intersecting streets, the distances between the streets , and detailed maps of the intersections etc.

SUMMARY

Thus the Asano et al patent always computes or recomputes an ENTIRE TRAVEL ROUTE for the vehicle to follow and never permits a driver to select a route that he mightchoose.

The Asano et al patent always displays the ENTIRE TRAVEL ROUTE that it has computed, together with additional detailed map-like data, including street names, distances, intersections etc. etc. The patent system never displays a simplified, uncluttered display of only two markings or dots on a display screen that provide the only

information for guiding the vehicle to its selected destination, as called for by the claims of the present application

These series of very detailed DISPLAY SCREENS in the Asano et al patent cannot be realistically projected on the vehicle windshield, by a heads-up display, without obscuring the road ahead of the vehicle and diverting the driver's attention from the road by the detailed presentation of information.

For the above discussed reasons, in the light of the entirely different system disclosed in the Asano et al patent, all claims in this application are believed to be allowable over this patent taken alone or collectively with the Ohmura patent and/or the Kubon patent, and such action is requested.

In the event that the Final Rejection is not withdrawn and the claims allowed, it is requested that the above submitted technical corrections to the claims be entered for purposes of Appeal to the Board of Appeals.

Respectfully Submitted,


Alfred B. Levine, applicant

301-365-0738

5/1/03